

SENATORS TO TAKE UP COVENANT AND PEACE PACT TODAY

Foreign Relations Com-
mittee Will Meet and
Discuss Clauses.

COURSE OF ACTION WILL
BE DEFINITELY DECIDED

Sentiment Is Still Divided as to
Whether President Shall
Appear.

MAY DEMAND SECRET PAPERS

Lodge Asks for Documents of Agree-
ment Between Japan and Germany.
Others Make Requests.

(By Associated Press.)
WASHINGTON, July 13.—Consideration by the Senate of the peace treaty with its league of nations covenant—actually to open tomorrow with the meeting of the Foreign Relations Committee—transcends in interest anything expected to come before Congress this week.

Both branches of Congress, however, have a busy legislative week ahead, with the debate on prohibition enforcement legislation expected to continue in the House and with final disposition of the agricultural and run-off bills, both of which were referred to committees, both those engaged in considering the legislation and those conducting investigations, will hold meetings.

Senate Foreign Relations Committee, to which the peace treaty was sent after it had been laid before the Senate by President Wilson Thursday, will hold a meeting tomorrow to decide on the course to be followed in considering the document. Although opponents of the league of nations covenant held a meeting today, there was no indication that any plan was being formed, either in committee or on the floor of the Senate, had been definitely agreed on.

Sentiment Is Divided.
Committee sentiment as to inviting the President to attend hearings on the treaty and to discuss it, was divided. Treaty questions still are divided with a number of leaders strongly opposed to such invitation, while others are favoring formal action by the Senate.

Adoption of a resolution to obtain the address of the President from the State Department, the immediate program for consideration of the treaty, was the subject of a resolution introduced by the Foreign Relations Committee, which was referred to the State Department for papers needed for its examination.

Now Drafting Reservations.
Not for some time, probably two or three weeks, according to Republican leaders, it is planned to launch the process of drafting. Most of this work is expected to be required to study and discuss the lengthy treaty.

Wilson or other members of the President's peace delegation are invited to appear before the committee. It is regarded as certain that some time will be spent at the outset in careful study of the official report.

House to Consider Veto Bill.
The House tomorrow will take up the \$24,000,000 agricultural appropriation bill, vetoed by President Wilson yesterday, because of its daylight saving bill, which was passed by a unanimous vote. The bill was introduced on a motion to override the President's veto, and the House is expected to vote on it.

To Debate Prohibition Bill.
The prohibition enforcement bill, upon which the House debated yesterday, will follow the agricultural appropriation bill with wide discussion under the five-minute rule. Debate is expected to continue for several days in view of growing opposition to the bill, and a final vote may not be reached until next week. The Senate Judiciary Committee is expected to continue work this week on the Senate enforcement bill, in an effort to report by the end of the week.

House Appropriations Committee plans an early meeting to consider steps to meet the President's objections to the limitations made in the fiscal year 1919 appropriation bill on education of soldiers and sailors. Little difficulty is expected and leaders expect that both the education and sundry civil appropriation bills will be enacted before July 15, when many thousands of emergency appropriations are payable from funds carried in the two bills.

Hearings will be continued by the Senate Banking Committee on the reorganization of John Skelton Williams, Comptroller of the Currency. Some action is expected by the Senate Committee on the nomination of A. Mitchell Palmer as Attorney General.

ITALIAN PRINCE COMING

World Tour Abandoned Because of War
Will Be Made This Fall.

(By Associated Press.)
ROME, July 13.—Plans for a world tour by the Italian Crown Prince, who was expected to leave for New York today, have been abandoned.

According to present arrangements, the prince will leave this fall, going to North and South America first.

Order Trading Resumed in Rhineland Region

(By Associated Press.)
COBLENZ, July 13.—The inter-allied Rhineland commission yesterday issued a notice to civilians that the Rhineland region, which had been occupied by German troops, would be returned to civilian control. The notice stated that the Rhineland region, which had been occupied by German troops, would be returned to civilian control. The notice stated that the Rhineland region, which had been occupied by German troops, would be returned to civilian control.

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INCREASES ARE GRANTED COASTWISE EMPLOYEES

Ten Per Cent Wage Raise Expected
to End Strike of
Seamen.

DECISION BY SHIPPING BOARD

Anticipate announcement Will Serve
as Basis for Settlement of Terms
Between Private Owners and
Workers.

(By Associated Press.)
WASHINGTON, July 13.—Wage increases of approximately 10 per cent were granted today to employees of vessels operating from Atlantic and Gulf ports by the Shipping Board.

The announcement after an all-day conference of Shipping Board officials, is expected to end the strike of marine engineers, firemen and others which began last Thursday.

Deck officers and seamen are affected by the increase as well as water tenders, oilers, engineers, firemen, stewards and cooks. While the new scale will apply only to employees on Shipping Board vessels, it was said by officials, it undoubtedly would form the basis for new wage agreements to be concluded between private lines and their employees.

As such agreements are made, it is expected that the striking marine workers will return to their work, thereby ending the tie-up of Atlantic and Gulf shipping. The new scale, which was announced after an all-day conference of Shipping Board officials, is expected to end the strike of marine engineers, firemen and others which began last Thursday.

Ordinary seamen are given an increase of \$5 a month, making the new rate \$35 a month. The new rate, which was announced after an all-day conference of Shipping Board officials, is expected to end the strike of marine engineers, firemen and others which began last Thursday.

**MARTIAL LAW REIGNS
AFTER RACE TROUBLE
IN TEXAS COMMUNITY**

Fight Begins Over Alleged De-
rogatory Article Written
by Negro Teacher.

(By Associated Press.)
LONGVIEW, TEXAS, July 13.—Martial law was declared here today after a fight between a group of white men and negroes, and marked by the slaying of one negro early today after he had refused to leave the town.

The proclamation of martial law was signed by General McMillan, who is in command of the military forces in the area. The proclamation of martial law was signed by General McMillan, who is in command of the military forces in the area.

**GOVERNMENT INVESTIGATES
DEATH OF SERVICE AGENT**

Detective Is Found in Washroom of
Office Building in Seattle,
Washington.

(By Associated Press.)
SEATTLE, WASH., July 13.—Government agents today conducted an investigation of circumstances surrounding the death of F. A. Dowsey, Federal Service Agent, who was found dead in a washroom in a local office building shortly before he was expected to report to work.

The investigation, which was conducted by a team of federal agents, revealed that Dowsey had been in the washroom for some time before he was found dead. The investigation, which was conducted by a team of federal agents, revealed that Dowsey had been in the washroom for some time before he was found dead.

MASCOT MAKES TRIP BACK

Mechanic on R-34 Smuggles Cat
Aboard Dirigible When Leaving
East Fortune.

PULHAM, ENG., July 13.—The airship, which was to make the round trip across the Atlantic by air, is a mascot cat, named "Mascot," which was smuggled aboard the R-34 at East Fortune.

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RAILROADS TO LEVY INCREASED TARIFFS

Executives Say Further Tax Is
Necessary If Systems Escape
Receiverships.

MAY DEMAND 25 PER CENT

Former Advances Have Failed to
Absorb Heavier Operating Costs
Due to War Prices.

(By J. FRED. ESSARY.)
WASHINGTON, July 13.—The prospect is that the American people will be subjected to a further tax of 15 to 20 per cent in transportation costs either before or soon after the government surrenders the railroads to their owners.

Many railroad executives are convinced that this tax will have to be placed as high as 25 per cent if some of the railway systems escape receiverships.

Already two horizontal freight rate advances have been made in an effort to place the railroads of the country upon a self-supporting basis, but that is not enough. A total of approximately \$1,200,000,000 additional revenue has accrued to the railroads from the Eastern 15 per cent advance, and from the general 25 per cent advance, but that has not absorbed the heavier operating cost which has been laid upon the roads as a result of successive wage increases and the war-time price of materials.

Must Make Up Deficits.
It is indicated by a review of official earnings figures submitted to the Interstate Commerce Commission, according to statements made by railroad executives, that a further deficit of \$500,000,000 a year must be made up. This cannot be accomplished by raising rates, which would be necessary to jump the rates 15 per cent at least in order to raise the \$500,000,000, which is not enough.

The 25 per cent increase in freight rates ordered by Director-General McAdoo has netted to the railroads somewhat more than \$750,000,000 a year, but it will be necessary to jump the rates 15 per cent at least in order to raise the \$500,000,000, which is not enough.

Because they believed that the Lewis' statements represented only his opinions and did not accurately forecast the future, the Senate, it is known, has not yet taken any action on the bill. The bill, which was introduced by Senator Lewis, is a bill to amend the act of March 3, 1907, relating to the operation of the railroads.

Only Opinion of Lewis.
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**WASHINGTON REFUSES
TO FURTHER TOLERATE
CONDITIONS IN MEXICO**

Policy of "Watchful Waiting"
to be Abandoned by Officials
of United States.

(By Associated Press.)
WASHINGTON, July 13.—Information obtained from the State Department today justifies the assertion that the policy of "watchful waiting" with respect to conditions in Mexico is being abandoned by officials of the United States.

The United States no longer will permit Mexico, in her own way and under her own terms, to continue to establish order and conditions in Mexico. The United States no longer will permit Mexico, in her own way and under her own terms, to continue to establish order and conditions in Mexico.

**U. D. C. HOPES TO SAVE FIRST
CONFEDERATE WHITE HOUSE**

Home at Montgomery Is Leased to
Automobile Concern for Use as
Garage.

(By Associated Press.)
MONTGOMERY, ALA., July 13.—The United Daughters of the Confederacy of Montgomery were appealed a Sunday by leaders of the Daughters of the Confederacy to prevent the destruction of the first white house of the Confederacy, which is located in Montgomery.

The property on which the house stands has been leased to a garage. The property on which the house stands has been leased to a garage.

**PARTNER CONVICTED, SLEUTH
KILLS SELF TO AVOID TRIAL**

Macon, Ga., Detectives Indicted for
Murder and One Sentenced
for Life.

(By Associated Press.)
MACON, GA., July 13.—L. G. Stripling, partner in a business with a young man here in April, shot and killed him today.

The man, who was named "W. O. Swift," was indicted for murder and sentenced to life imprisonment. The man, who was named "W. O. Swift," was indicted for murder and sentenced to life imprisonment.

BELA KUN GETS NOTE

Advised by Allied Powers There Will
Be No Discussion Until He
Meets Conditions.

(By Associated Press.)
PARIS, July 13.—The allied and associated powers today told Bela Kun, Hungarian Communist Foreign Minister, that they would not discuss his terms until he met the conditions of the armistice.

DECLARATIONS MAY BECAME DATE

Ex-Senator J. Hamilton Lewis
Stirs Capital With State-
ment.

SAYS NEW PARTY FORMING

Asserts League of Nations Issue
Creates Another Alignment
in American Politics.

(By JUSTIN MCGRATH.)
WASHINGTON, July 13.—Ex-Senator James Hamilton Lewis, of Illinois, who, when he was in the Senate, was known as the administration spokesman, gave Washington statesmen and politicians a shock by the interview with him published today, in which he predicted President Wilson would be a candidate for a third term.

It was not so much ex-Senator Lewis' prediction that the President would seek re-election that startled the politicians as his prediction of the basis on which Mr. Wilson probably would seek his candidacy. On this point Mr. Lewis said:

"The message of President Wilson to the United States Senate creates a new alignment of politics in the United States. It ends both old political parties. The question of today is, shall the United States continue to be a government apart from the world or a world government?"

May Force Candidacy.
"If the opposition to the peace treaty and the league of nations shall force Wilson to be a candidate for a third term, I shall be a candidate for a third term."

Notwithstanding the fact that ex-Senator Lewis called at the White House today, the President will assume his work in Paris, the people will not regard him as a third-term candidate, but as a candidate for a third term.

Because they believed that the Lewis' statements represented only his opinions and did not accurately forecast the future, the Senate, it is known, has not yet taken any action on the bill.

**Strike Ireland at Same Point Where
Alcock and Brown Landed in
Their Attempt.**

(By MAJOR G. H. SCOTT,
Commander of R-34.)

PULHAM, (100 miles north of London), July 13.—I think I am pretty fair prophet. The night we left New York I said we would take between seventy and eighty hours in crossing. We actually did it in seventy-five hours three minutes, as against 108 hours on the outward journey.

This is exceedingly satisfactory to me, since the last leg of the return was made under adverse weather and despite one broken engine.

The first 300 miles of our homeward journey were the fastest. We reached the English coast at 1,000 feet, which is equivalent to eighty-two miles, but didn't keep up this speed permanently.

I shall never forget the farewell sight in New York, when we circled the Times Tower shortly after midnight at a height of 2,000 feet. Below us lay the city of lights, and we even detected thousands of white dots representing upturned faces between the lanes of lights.

It was the first sight any of us had ever seen. The engines of our ship were too noisy for us to detect any sound from the city below, but we loved the people down there were giving us hearty farewell cheers.

We had a strong wind behind us when we passed 150 miles south of Newfoundland, but as we drew eastward, the wind veered around and was ahead of us, though there was no great velocity.

After we had light winds from various directions the whole was across, and a lot of low clouds and fog, which prevented our getting sight of any sort for twenty-four hours in the middle part of the journey.

Most of the trip across was done under a heavy overcast, but the sea was not visible, which made it hard to estimate drift or speed.

Before Ireland was reached we traveled six hours at 1,000 feet. The weather was very cold, particularly after the terrific heat that prevailed at New York.

We struck Ireland at exactly the same spot where Alcock and Brown landed—Clifden.

Breaks Down.
The breakdown of one of our engines in the after-car was not as serious as it might appear. Though this meant a loss of one-fifth of our driving power, when we were down to only one engine, it made practically no difference, because in a dirigible only a difference of a few miles an hour, except when bucking head winds, is usually only three engines are necessary.

Actually, compared with the dangers of a dirigible, the trip was a pleasure. As far as I can remember, the most uncomfortable feature of the trip was covered the cook asleep under the dining-room table. No—don't make a mistake. He was not asleep, but he was tired, and he was not sleeping.

To sum up the results of the voyage, this return was a pleasure. As far as I can remember, the most uncomfortable feature of the trip was covered the cook asleep under the dining-room table. No—don't make a mistake. He was not asleep, but he was tired, and he was not sleeping.

Have Much Petrol Left.
We have a thousand gallons of petrol left in our tanks, which is a happy contrast with the terrifying shortage of petrol in the British Isles. If we had only known what a small amount of petrol was ahead of us, we would have left many members of the crew behind.

Safety and dependable schedules in crossing depend wholly upon petrol-carrying capacity and consistent speed of seventy or eighty knots. We all believe that the good old R-34 has blazed the trail for ships of quadruple horsepower, and that the R-34 is only a matter of time before it will be used for air travel as common as sea travel is today.

What are my immediate plans? Sleep, twice around the clock.

BELA KUN GETS NOTE
Advised by Allied Powers There Will
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R-34 ARRIVES IN ENGLAND AFTER TRIP OF 75 HOURS FROM COAST OF AMERICA

FIRST 800 MILES
OF FLIGHT FASTEST
OF OVERSEAS TRIP

Commander Scott Discusses
Time and Observations
Made at Various Stages.

LIGHTS MADE NEW YORK
LOOK LIKE A FAIRYLAND

Upturned Faces on Broadway
Resembled Thousands of
White Dots.

ENCOUNTER THE LOW CLOUDS

Strike Ireland at Same Point Where
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English Observer Praises Americans

BY GEN. EDWARD MATLAND,
Observer for the British Air Ministry, on Board R-34.

PULHAM, ENGLAND, July 13.—I wish to convey through the University Service our warmest thanks, both for the reception accorded to us by the United States Navy and the extremely kind and efficient assistance put at our disposal by the United States naval and military authorities.

I think the historic voyage of R-34 is the forerunner of many more to come.

I hope the flight may prove a link between the two English-speaking countries.

I considered it a privilege to have accompanying us on the outward voyage a representative of the United States Navy, a pilot in the service, Lieutenant-Commander Lansdown and bringing back with him a representative of the United States Army Aviation Service, Colonel Hensley.

The historic voyage of R-34 is the forerunner of many more to come.

**VOYAGE OF R-34 PROVES
WIRELESS POSSIBILITIES**

Airship Never Out of Touch With
Either Side of Atlantic
Ocean.

OPERATOR IS DUMFOUNDED

Call From Boat Answered in Mid-
Sea Proves Surprise to Marconi
Man—Long-Distance Record Is
Set.

(By LIEUTENANT REX F. DURRANT,
Wireless Officer of R-34.)

PULHAM, ENGLAND, July 13.—The epoch-making voyage of R-34 demonstrates fully the inestimable value of directional and ordinary wireless.

Never during the whole journey were we out of touch with either side of the Atlantic—this with a comparatively small wireless set makes the possibilities of larger sets on larger craft apparent.

The wireless set, which was used for the way across, easily reading the messages from the powerful stations at Bar Harbor and Boston.

In the first ten hours of the trip we were in touch with the stations at Bar Harbor and Boston. The wireless set, which was used for the way across, easily reading the messages from the powerful stations at Bar Harbor and Boston.

The only mishap of the trip came Saturday when the platens flew through the rigging of the engines. This slightly lessened our speed, but it was of no effect. The breakdown was not serious, and it was not possible to make repairs.

Atmosphere Very Cold.
In the center of the ocean we flew at an altitude of 5,000 feet. It was extremely cold, but the air was very dry, and the airship sailed on, with occasional glimpses of the sea.

I saw two ships on the way over—the Cumberland, bound for Mexico, and the Home Fleet. The airship sailed on, with occasional glimpses of the sea.

The wireless operator on the Cumberland picked up our call and asked, "Who are you?"

We answered, "We're a British airship."

The operator apparently was so dumfounded and surprised that he was unable to reply for several moments.

One ship offered to fire her guns to show her position, but it was not necessary.

Glad to Sight Land.
The first sight of the coast of Ireland and the Clifden wireless station, gladdened our hearts.

We were very lucky to get back safely. The terrific gales blowing over the Irish coast made the landing a most difficult task.

Weather Bureau told us to start immediately. It was Wednesday or never. We were in luck, for the weather was just what we needed.

A world's record for long-distance wireless communication was established on this trip. We talked with the Air Ministry in London Friday morning from a distance of 1,600 miles.

**R-34 EASIER RIDING
THAN PULLMAN TRAIN;
SAYS THIS AMERICAN**

Colonel Hensley Predicts Air
Travel Will Soon Be
Popular Method.

(By COLONEL W. N. HENSELEY,
PULHAM, ENGL., July 13.—I never experienced anything like it before. R-34 was an outstanding feat in world history.

First in News The T.-D. Quickly Tells Richmond Events.

PRICE, THREE CENTS

**AIRSHIP WELCOMED
BY GREAT THRONG
AT PULHAM HANGAR**

Anchors at Field at 6:56
o'Clock on Sunday
Morning.

RETURN VOYAGE WITHOUT
INCIDENT, STATES SCOTT

Damaged Engine Breaks Down,
Delaying Progress Slightly in
Later Stages of Trip.

GASOLINE SUPPLY PLENTIFUL

Crew Fries Eggs in Exhaust Pipes of
Motors and Has Sufficient
Food.

(By Associated Press.)
PULHAM, NORFOLK, ENGLAND, July 13.—Great Britain's mammoth air pioneer, the dirigible R-34, arrived here at 6:56 o'clock (Greenwich mean time) today, completing her round trip from the British Isles to the United States and return.

The R-34 poked her nose out of the clouds northeast of the village, and, after circling the flying field three times, glided gently to the ground, and ten minutes later was housed in the hangar.

The voyage from Long Island was without incident, and was completed in approximately seventy-five hours.

The first sight of the field greeted the airship. The voyage from Long Island was without incident, and was completed in approximately seventy-five hours.

When Major G. H. Scott, her commander, had maneuvered the airship into position for the landing, the airship was released to steady her, and the crew gathered on the field.

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